

# **SPOKANE REGIONAL TRANSPORTATION COUNCIL**

## **Annual Listing of Project Obligations FFY 2010, October 1, 2009 – September 30, 2010**

December 2010

### **Purpose of this Report**

The Spokane Regional Transportation Council (SRTC) Transportation Improvement Program (TIP) is a listing of transportation projects to be paid for, at least in part, with money from the Federal Highway Administration or Federal Transit Administration over a four-year period. SRTC's current TIP was approved in October 2008, and covers the years 2009 through 2012. For each project, the TIP shows the intended schedule and the estimated cost for each phase of the project. Project schedules often change as a result of personnel or consultant availability for design activities, or changes in budget resource availability. Thus the TIP does not yield an accurate picture of actual project expenditures.

To ensure that the public will have an accurate understanding of how federal funds are being spent on transportation projects, Congress included in the Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) (2006) a requirement that the organizations responsible for approving the Transportation Improvement Program publish an annual listing of project obligations.

This report responds to that requirement. It lists all transportation projects in the Spokane region that were obligated in Federal Fiscal Year 2010. The Federal Highways Administration (FHWA) defines obligation as the federal government's legal commitment (promise) to pay or reimburse the states or other jurisdictions for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not be equal to the final project cost.

### **Background**

Spokane Regional Transportation Council is the Metropolitan Planning Organization (MPO) for Spokane County. SAFETEA-LU requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO is responsible for planning, programming, and coordinating federal investments. The SRTC MPO process creates a partnership among state, local governments, and the transit operator in providing transportation improvements.

SRTC coordinates its planning efforts with the Washington State Department of Transportation (WSDOT), Spokane County Air Pollution Control Authority (SCAPCA), Spokane Transit Authority, City of Spokane, City of Spokane Valley, Spokane Transit Authority, small cities and towns in Spokane County, Federal Highway Administration, and the Federal Transit Administration (FTA). The Council works with elected officials, staff from local governments and above agencies, and the public through a system where the various issues are discussed and recommendations are made. Working groups and ad hoc groups are also created and appointed, as need dictates.

## **Project Obligations**

In order to begin work on any phase of a transportation project, federal funds must be obligated. This means that the money is set aside for that particular piece of work, and then can be used to pay bills. The project expenses may be bills from a design consultant, a construction contractor, or payroll costs for employees working on the project.

Project obligations do not always mean the work is underway. Project accounts are set up, particularly for the initial phases of a project, to enable the work. It may take a while, for example, to select and hire a design consultant, and have the work actually begin.

## **Project Phases**

Any transportation project, large or small, begins with an idea or plan and ends with construction.

Here are the steps:

### PE – Preliminary Engineering

**SCOPING:** Meetings are held with project developers and designers, local government representatives and other involved parties. Decisions are made about the specific elements that will be included in the project, and the range of design alternatives that will be investigated.

**PRELIMINARY DESIGN:** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with selection and approval of a project alternative.

### RW: Right of Way

**RIGHT OF WAY INCIDENTALS:** Preparation work done prior to the acquisition of the right-of-way.

**RIGHT OF WAY ACQUISITION:** In this phase, right-of-way necessary for the completion of a project is acquired either through purchase or easements.

### CN: Construction

**CONSTRUCTION:** This encompasses all of the work to build the project, whether done by a contractor or an agency's own staff. For transit projects, this phase usually involves the purchase and acquisition of rolling stock and associated equipment, though in some cases, such as for station, parking, and maintenance/storage facilities, the construction of fixed or permanent facilities is undertaken.

**CONSTRUCTION INSPECTION:** In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection.

## Obligation Report

This report is organized by jurisdiction. The project name, Federal Aid number, month/year of obligation, and the obligation amount are shown for each project within the jurisdiction. The Federal Aid number is the number the federal government has assigned to the project. The month/year of obligation is the date the federal government authorized the project to be obligated.

While federal funding is included in this report, no local or state funds are reported. Federal funding is distributed through the following TIP categories:

- **Interstate Maintenance (IM)** is a funding category for the rehabilitation, restoration, and resurfacing of the Interstate system.
- **National Highway System (NHS)** can fund a wide variety of projects on the major roads in the U.S. including the Interstate routes.
- **Surface Transportation Program (STP)** is a block grant type funding program for use by states and jurisdictions for functionally classified roads above urban local or rural minor collector.
  - **STP** funds are for repaving and resurfacing projects on the State Highway System.
  - **STP Urban (U) or Rural (R)** is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchange, interchange reconstruction, and studies.
  - **STP Enhancement (E)** can fund bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails to trails projects. The projects must relate to surface transportation.
  - **STP Safety (S)** funds typically fund projects that reduce the number and severity of crashes.
- **Congestion Mitigation/Air Quality (CMAQ)** can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- **Discretionary (Disc)** funds are additional funds (not formula funds) that the federal government may decide to award to the region.
- **Section 5307** can fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- **Section 5309** can fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- **Section 5310** can fund capital equipment purchases for transportation of elderly and disabled persons within the urbanized area.
- **Section 5311** can fund administrative, capital, and operating expenses for continuing public transportation service in the non-urbanized area of the county.
- **Bridge Replacement and Rehabilitation (BR)** can fund the replacement, rehabilitation, and widening of any public bridge.
- **American Recovery and Reinvestment Act (ARRA)** funded shovel ready projects. This is an economic stimulus package to provide a stimulus to the US economy.

Some projects include a mixture of different TIP funding categories.

The report contains some negative obligations. This is called deobligation. Deobligation occurs when an agency has to return the promise of funds to the federal government.

Deobligation can occur for several reasons including:

- Bids may come in at a lower amount than the obligated amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- A project phase is closed out causing funds remaining in that phase to be deobligated. This must happen before the funds can be obligated into another phase for the same project.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation, or negative number.

### **Project Listing**

The following table lists all projects in the SRTC TIP that had funds obligated during Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010). It indicates which project phases were active.

The table is based on records obtained from WSDOT, as SRTC does not directly participate in the obligation process.

**SPOKANE REGIONAL TRANSPORTATION COUNCIL  
FFY 2010 FEDERAL OBLIGATIONS**

| <b>Agency</b>  | <b>Title</b>                        | <b>Federal Aid #</b>    | <b>Obligated</b> | <b>Date</b> | <b>Phase</b> | <b>Fund Type</b> |
|----------------|-------------------------------------|-------------------------|------------------|-------------|--------------|------------------|
| Airway Heights | Lawson Street Reconstruction        | ARRA-I329001            | \$79,396.00      | 6/2/10      | PE           | ARRA             |
| Airway Heights | Lawson Street Reconstruction        | ARRA-I329001            | \$917,695.00     | 7/26/10     | CN           | ARRA             |
| Cheney         | BNSF & UPRR Pedestrian Crossing Imp | ARRA-7690003            | \$106,000.00     | 2/16/10     | CN           | ARRA             |
| Cheney         | 2010 Arterial Street Preservation   | ARRA-Z932004            | \$500,000.00     | 6/3/10      | CN           | ARRA             |
| Deer Park      | S. Main St. Reconstruction          | STPR-Z323003            | \$140,553.00     | 9/3/10      | PE           | STP Regional     |
| Fairfield      | Main & Ticknor Pedestrian Safety    | STPE-0430004            | \$134,800.00     | 8/18/10     | CN           | Enhancement      |
| Kalispel Tribe | Road Dev. from Sprague to US 2      | PLH-0010009             | \$2,328,200.00   | 9/24/10     | PE           | Discretionary    |
| Rockford       | First St. and Emma St. Sidewalk     | ARRA-STPR-0278001       | \$480,933.00     | 1/28/10     | CN           | ARRA             |
| Rockford       | First St. and Emma St. Sidewalk     | ARRA-STPR-0278001       | -\$159,364.00    | 4/22/10     | CN           | ARRA             |
| Rockford       | First St. and Emma St. Sidewalk     | ARRA-STPR-0278001       | -\$20,000.00     | 9/21/10     | CN           | ARRA             |
| Spokane        | Downtown Bicycle Improvements       | HSIP-1220022            | \$544,000.00     | 5/12/10     | CN           | HES/Safety       |
| Spokane        | Ped. Countdown Timer Signal Mods    | HSIP-1220023            | \$102,000.00     | 10/22/09    | CN           | HES/Safety       |
| Spokane        | Fish Lake Trail - Phase 3           | STPUL(TCSP)-1220024     | \$200,000.00     | 8/25/10     | PE           | Discretionary    |
| Spokane        | Ben Burr Trail Connections          | STPUL-1220025           | \$100,000.00     | 9/1/10      | PE           | STP Regional     |
| Spokane        | Centennial Trail Gap                | STPUL-1220026           | \$50,000.00      | 9/1/10      | PE           | STP Regional     |
| Spokane        | Latah Bridge Study                  | STPUL-3756004           | \$650,000.00     | 9/1/10      | PE           | STP Regional     |
| Spokane        | 37th Ave. from Regal to Custer      | STPUL-3792001           | \$400,000.00     | 9/1/10      | PE           | STP Regional     |
| Spokane        | 43rd & Hatch to Perry & 57th        | ARRA-3881005            | \$258,358.00     | 9/20/10     | CN           | ARRA             |
| Spokane        | Bridge Ave-Lincoln/Monroe Conn.     | STPUL-3895002           | -\$865.00        | 12/22/09    | PE           | STP Regional     |
| Spokane        | Wellesley from Assembly to Driscoll | ARRA-3936003            | \$1,200,000.00   | 6/16/10     | CN           | ARRA             |
| Spokane        | Wellesley from Assembly to Driscoll | ARRA-3936003            | -\$258,358.00    | 8/13/10     | CN           | ARRA             |
| Spokane        | Freya Street Bridge NB              | BRM-FMSIB-3999009       | \$13,200.00      | 1/20/10     | PE           | Bridge           |
| Spokane        | Freya Street Bridge NB              | BRM-FMSIB-3999009       | -\$13,200.00     | 1/20/10     | CN           | Bridge           |
| Spokane        | Havana Street Bridge                | STPUL-FMSIB-FRA-4001001 | \$2,537,280.00   | 12/3/09     | CN           | ARRA             |
| Spokane        | Havana Street Bridge                | STPUL-FMSIB-FRA-4001001 | -\$2,537,280.00  | 4/30/10     | CN           | ARRA             |
| Spokane        | Havana Street Bridge                | STPUL-FMSIB-FRA-4001001 | -\$18,232.00     | 8/23/10     | PE           | STP Regional     |
| Spokane        | Havana Street Bridge                | STPUL-FMSIB-FRA-4001001 | \$18,232.00      | 8/23/10     | CN           | STP Regional     |
| Spokane        | Havana Street Bridge                | STPUL-FMSIB-FRA-4001001 | \$1,250,000.00   | 9/22/10     | CN           | STP Regional     |

| <b>Agency</b>  | <b>Title</b>                        | <b>Federal Aid #</b> | <b>Obligated</b>       | <b>Date</b> | <b>Phase</b> | <b>Fund Type</b> |
|----------------|-------------------------------------|----------------------|------------------------|-------------|--------------|------------------|
| Spokane Co.    | Chattaroy Bridge #3804              | BROS-2032112         | \$32,000.00            | 4/1/10      | PE           | Bridge           |
| Spokane Co.    | Chattaroy Bridge #3804              | BROS-2032112         | \$1,074,009.00         | 4/1/10      | CN           | Bridge           |
| Spokane Co.    | Bigelow Gulch/Forker Rd. I/S Imp.   | STPR-32B1001         | \$379,000.00           | 8/25/10     | PE           | STP Regional     |
| Spokane Co.    | 5 Mile & Strong Rd Reconstruction   | ARRA-3867002         | -\$37,288.72           | 9/21/10     | CN           | ARRA             |
| Spokane Co.    | Bigelow Gulch Rd. - Project 1       | STPUL-FMSIB-3948004  | \$310,000.00           | 10/23/09    | CN           | Freight Mobility |
| Spokane Co.    | Argonne Road Reconstruction         | STPUS-4041015        | \$115,000.00           | 8/25/10     | PE           | STP Regional     |
| Spokane Co.    | Valley Chapel Rd @ MP 5.05 Safety   | HSIP-J320004         | \$17,750.00            | 10/27/09    | RW           | HES/Safety       |
| Spokane Co.    | Valley Chapel Rd @ MP 5.05 Safety   | HSIP-J320004         | \$222,650.00           | 2/26/10     | CN           | HES/Safety       |
| Spokane Co.    | Bigelow Gulch Rd. - Project 2       | STPR-M320002         | \$145,710.00           | 11/13/09    | PE           | HES/Safety       |
| Spokane Valley | Sprague/Sullivan PCC Intersection   | STPUL-3840009        | \$1,036,599.00         | 5/20/10     | CN           | STP Regional     |
| Spokane Valley | 44th Avenue Pathway                 | STPE-4010001         | \$275,273.00           | 6/3/10      | CN           | Enhancement      |
| Spokane Valley | Broadway @ Argonne/Mullan I/S       | STPUL-4039003        | \$239,000.00           | 9/3/10      | PE           | STP Regional     |
| Spokane Valley | Sullivan & Euclid PCC Intersection  | STPUL-4103006        | \$151,600.00           | 9/3/10      | PE           | STP Regional     |
| Spokane Valley | Mission Ave Imp - Flora to Barker   | STPUL-4132001        | \$448,000.00           | 9/3/10      | PE           | STP Regional     |
| SRTC           | Trans Vision & Implement Strategy   | STPUL-9932036        | \$350,000.00           | 3/8/10      | PE           | STP Regional     |
| SRTC           | SRTMC Implementation Project        | CM-9932037           | \$249,985.00           | 5/20/10     | CN           | CMAQ             |
| WSDOT (SRTC)   | WSDOT: SR 90/Sullivan to Idaho ITS  | CM-0906219           | -\$529,971.00          | 10/22/09    | CN           | CMAQ             |
| WSDOT (SRTC)   | WSDOT: Appleway/Sprague/D. Mica ITS | CM-2003062           | -\$5,398.33            | 5/3/10      | CN           | CMAQ             |
|                |                                     |                      | <b>\$13,477,265.95</b> |             |              |                  |